



Local Government Cycling Reference Group

Action Plan
2017

| Priority | Issue | Objective |
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| 1 | Local Governments have issues with the outdated or lack of cycling guidelines and policies, and have issues progressing projects with Main Roads WA because there is not a comprehensive set of guidelines that covers all Local Government cycling matters. | <p>WALGA and its representatives engage with relevant State Government agencies to develop guidelines for use by Local Governments for cycling infrastructure (similar to <i>Planning and Designing for Pedestrians – Guidelines</i>)</p> <p>This includes:</p> <ul style="list-style-type: none"> • Terminology • Standards • Connections to activity centres • Catering for all users • Training for Local Government Officers • Updating existing policies • Allowing for innovation |
| 2 | Local Governments have issues with the current budget funding model for the PBN/RBN grants program because it doesn't suit Local Government timeframes and Capital Works Programs & requires more transparency. | WALGA and its representatives engage relevant State Government agencies to review the current PBN/RBN funding model with a view to develop a funding model for cycling that better meets Local Governments' needs (i.e. similar to the State Black Spot funding model). |
| 3 | Local Governments require further support with planning cycling connections to major activity centres - both developing and established. | <p>WALGA and its representatives engage with State Government agencies to develop minimum standards to:</p> <ul style="list-style-type: none"> • Enable safe access to and from established activity centres; and • Create safe access to and from new activity centres. |
| 4 | Local Governments have identified there is a lack of cyclist behaviour programs or awareness campaigns currently available to the community. | WALGA and its representatives engage State Government agencies to identify gaps in current cycling education and behaviour change programs and assist in developing evidence-based cycling education and behaviour change programs that address these shortfalls for delivery in a variety of settings by a range of stakeholders (e.g. schools, interest groups, community) |

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| 5 | The Auditor General's report identified there is variable maintenance of shared paths owned by Local Governments. | WALGA promote the IPWEA National 'Condition Assessment & Asset Performance Guidelines: Footpaths and Cycleways version 2, 2014' to Local Governments to encourage consistent path maintenance programs. |
| 6 | The Auditor General's report identified there is variable data collection by Local Governments (ie some Local Governments collect data, others do not) | <p>WALGA and its representatives develop a data collection model for Local Governments in collaboration with relevant State Government agencies to improve the accuracy of monitoring cycling participation rates. This includes:</p> <ul style="list-style-type: none"> • How data is collected • What data is collected • Frequency of data collection • Method of data collation • Observations versus calculations <p>With proper data collection, consideration could be given to producing a report similar to the <i>Report on Local Government Road Assets and Expenditure</i></p> |
| 7 | Local Governments require guidance with the implementation of appropriate local area traffic management for cycling. | WALGA and its representatives to advocate to Main Roads WA to finalise and release the draft 'LATM Cycling Guidelines' to the Local Government sector. |
| 8 | Local Governments find it difficult to manage the speeds of cyclists on shared paths which may be a safety issue for other path users. | WALGA and its representatives to determine what other jurisdictions do to manage/police speed of cyclists on shared paths. |
| 9 | Local Governments lack the guidance with installation of Wayfinding signage on shared paths. | WALGA and its representatives to determine the Department of Transport's attitude and needs regarding wayfinding on the cycling network. |